



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



GALT AIRPORT
Greenwood, Illinois

The monthly newsletter from Galt Airport and EAA Chapter 932

October 2010

Picture of the Month



This rowdy bunch of friends from Galt Airport were captured on film in a bar on Mackinac Island. Front row; Larry "Buttons" Ewing (left) and Bruce Schottland. Back row left to right; Eric Rehm, Justin Cleland, Beth Rehm, Carolina Schottland, Jean Forni, Erika Porter and Bob Forni. Picture by Professor Harry's Old Time Photos.

Editor's Note

Once again we have another newsletter packed with interesting and informative articles. I am truly grateful to Jean Forni and Eric Rehm for contributing the two feature stories and to Bruce Schottland for some amazing photographs.

I know this is long overdue, but this month we are finally introducing a regular column written by airport manager and chief flight instructor, Justin Cleland. Justin will be sharing general news and information about the airport and the flight school. He kicks it off this month by addressing some key questions and concerns that have been on everyone's mind this year.

Beth Rehm, PMP
Editor

Fly to Springfield, IL: A Capitol Idea

By Jean Forni

My husband Bob and I recently had some vacation time and thought what better way to enjoy it than take our bird, Bella, out to stretch her wings. For the last couple of years we've been talking about visiting some friends in Tennessee and also visiting the state capital in Springfield. We decided we'd combine these into a single trip.

We left 10C on a beautiful Sunday morning and flew to our first stop, Pulaski, TN (KGZS). It was a severe clear day and with favorable tailwinds and we arrived at Abernathy Field in the early afternoon. The air-

port has a 5000-foot runway and there is a big quarry on the end of Runway 16. Randy at the FBO was helpful and fueled our plane at only \$3.99 per gallon and no tie down fees.

Our friends picked us up and showed us around town. Pulaski is located 20 miles north of the Alabama border and only an hour's drive to Nashville, TN, the Jack Daniels Distillery in Lynchburg, and the US Space and Rocket Center in Huntsville, AL.

It's the birthplace of Walter Beech, and also the Ku Klux Klan (of which the town long ago condemned). With the exception of a sev-



An aerial view of Abernathy Field, Pulaski, TN. Picture by Jean Forni.

eral unique antique stores, there isn't much there, but it is a great to stop if you need a fuel stop on a cross country or just to stretch your legs.

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After a couple days of relaxing with our friends, we were on to our next stop; Springfield, IL (KSPI). For those of you who have not been there in a while (or ever), it is the perfect place for a weekend fly-in. We parked at Landmark Aviation (now located on the Northeast corner of the airfield, contrary to AirNav). The staff there were outstanding and there were no tie-down fees. After registering at the FBO, we inquired about getting a rental car. The receptionist apologetically informed us there were no cars to be had in town. Since we hadn't yet booked a hotel, she suggested the Abraham Lincoln Inn. She said it was nice downtown hotel, within walking distance of the historical sites, and they had a free shuttle van that will pick us up from the airport. We called the hotel and within 45 minutes we were in our room.

The new Abraham Lincoln Museum is a must see! They have static exhibits, hologram films and even a short one scene play all depicting various parts of Lincoln's life. If you go, you should plan on spending at least four hours to see all the displays and films. Because they have set times on some of the shows, they do have wrist bands that allow you to leave

the building and visit other nearby historic sites between shows, like Union Square Park, the Old State Capitol or Lincoln's Law offices.

The city also has a Historic Sites Bus that travels around town and out to Lincoln's tomb for only \$1 a ride or \$3 for all day.

When you want to take a break from Lincoln things, there is the Illinois State Capitol building with tours running every hour. For those that may be wondering, there is no painting of the Governor Blagojevich hanging in the Capitol. According to the tour guide, the Governor is responsible for paying for and providing the painting and he is probably a little short of cash right now.

The Executive Mansion is just down the street from the Capitol and offers free tours. It is a 50,000-square foot home and the guide provided very insightful information about the mansion. Three levels are open to the public including four formal parlors; a state dining room; ballroom; four bedrooms, including the Lincoln bedroom; and a library. We've seen a lot of Governor's Mansions throughout the US and this is, by far, one of the nicest. The tours at the Mansion run only at limited times on Tuesdays, Thursdays and Saturday mornings, so plan accordingly.

There is no shortage of food and beverage places downtown, although be aware that the restaurant names on the free city maps are not current, as we found two restaurants with different names at the same locations. The Café Andiamo had an



The Executive Mansion in Springfield Illinois. Photograph by Jean Forni.

excellent coffee and breakfast selection. The Feed Store is a great place for soup and a sandwich. If you want to splurge for dinner, Sebastian's Hide-Out is a great choice. For those who want to wet their whistle the Celtic Mist Pub is right across the street from the hotel, and the Brewhaus is a short two block walk. All of these restaurants and bars were recommended by the receptionist at Landmark Aviation, and she was right on the mark with all of them.

After two days of walking and enjoying the many things Springfield has to offer, we took the hotel shuttle back to the airport where Landmark Aviation had Bella right out in front all fueled up and ready to go.

In next to no time, we were back at Galt and we both agreed that we had a great trip.

Jean Forni is a Captain on the Airbus A320 with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt.



The State Capitol building in Springfield Illinois. Photograph by Jean Forni.

“Feet Wet:” A Weekend on Mackinac Island

By Eric Rehm

A bunch of us were sitting around Galt one day and I think I mentioned that my wife Beth and I were thinking about dates for what has become our annual visit to Mackinac Island.

Almost everyone responded that they had never been there before but had heard about it and always wanted to go. I hear this reaction a lot and each time it amazes me especially when it comes from a group of pilots, because MCD is merely a two hour flight from the Chicago area in most GA aircraft.

Mackinac Island is situated between the Lower and Upper Peninsulas of Michigan and until the early 1900s it was an important military base and fur trading center. Most of it now is a state park but the old Fort Mackinac is still there complete with cannons.

I took Beth there 13 years ago for our first vacation together. We drove 9 hours from Chicago to Mackinaw City and took the ferry across to the island. We both loved the island but promised each other we would not go back until we could fly onto and stay on the island. Ten years later we flew to MCD in a DA-40 and have



Justin Cleland, Erika Porter and Carolina Schottland at Mackinac Island Airport. Photo by Beth Rehm.



A view of the harbor on Mackinac Island. Photograph by Bruce Schottland.

been back for the last four years in various different aircraft.

After a couple of weeks emailing back and forth mainly trying to sync up all of our busy work schedules, we settled on September 17-19. There were nine of us altogether; Bob and Jean Forni in their beautiful F33A Bonanza, me, Beth and Larry Ewing in his Mooney M20E and Bruce and Carolina Schottland, Justin Cleland and Erika Porter in a Turbo Saratoga.

Larry, Beth and I took off in the late morning on a clear VFR day with Bob and Jean ten miles behind us. We flew up the Wisconsin coast line, over Door County and then went “feet wet” as we flew over Washington Island and then Beaver Island before descending into Mackinac Island Airport.

Although we were over water for some of the flight, we were high enough to glide to land if we had experienced any engine problems. Not that we were racing or keeping

score, but if anyone is interested, the Mooney crew got to tease the Forni’s as the Mooney did manage to beat the Bonanza, landing first by a couple of minutes. The Saratoga started off much later in the day but still enjoyed a VFR flight and landed later



Eric Rehm (left) and Larry Ewing with the Mooney M20E at Mackinac Island Airport. Photo by Beth Rehm.

that night.

I have always enjoyed taxiing in and shutting down at MCD. When you open the aircraft door you are greeted with almost total silence. Besides transient aircraft and one

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ambulance and fire truck which are hidden away in a garage in town, there are no other motorized vehicles allowed on the island. Everything (people and cargo) are hauled at the stately pace of horse drawn carriages and drays (a flat bed cargo wagon). We unloaded our baggage, paid our landing and overnight fees and waited for the clip clop of our approaching horse drawn taxi.

There are many hotels on the island, some of them quite historic. They run the gamut from quite expensive, like The Grand Hotel, to very reasonable, like the Murray Hotel. There are also numerous B&Bs which are very professionally run and are often more popular than hotels. Beth and I have stayed at quite a few hotels and B&Bs over the years and have liked them all. This time we stayed at the Mission Point Resort. Mission Point is a resort style hotel which happened to be able to accommodate all of us on short notice. It has a wonderfully large common area with multiple seating areas all situated around large individual fireplaces. We all



A typical street scene on Mackinac Island. Photograph by Bruce Schottland.

spent part of each evening sitting around the fire talking or playing cards while drinking martinis from the Happy Hour Martini Bar.

Once we got situated in our rooms, Beth and the Forni's went off to explore downtown and Larry and I rented a couple of bicycles to explore the rest of the island. Although the island is rather small in square miles, it has a myriad number of roads, bike

paths, hiking and horse trails, enough to keep you busy for days. We reconvened at the aforementioned Martini bar that night and had dinner at the Pink Pony Bar and Grill. After dinner the Saratoga group finally arrived and the nine of us went to the Pink Pony Lounge for a late night snack and a celebratory toast while listening to live music.

The next day dawned a bit murky with an overcast but soon cleared up to clear blue skies. After breakfast we split up, with Beth and I going on a 5 mile hike along the Eastern bluffs, Bob and Jean off to recreate some photos they took 21 years ago when they were last on Mackinac and the rest of the group renting bikes and exploring with Larry as their tour guide. That night after a few martinis, we had dinner at Goodfellows, another of Mackinac's fine restaurants. Some of us headed back to the hotel for a good night's sleep but Larry, Bruce and Justin decided to sample a bit more of the nightlife and caught some live music at Horns Bar and then instigated an impromptu bonfire at the Island House hotel.

Our last day on the Island



The harbor at Mackinac Island. Picture by Bruce Schottland.

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dawned as clear as the last day had ended. We headed downtown where Beth, Erika and Carolina lived up to the Michigander stereotype of out of state tourists by buying fudge in one of the many fudge shops downtown, thus becoming "fudgies."

We then stopped at Professor Harry's Oldtime Photo Studio where we all dressed up and took some funny photos including the one you see on the front page of the newsletter and Larry earned the nickname "Buttons." We ended up at the Grand Hotel where Bruce got some excellent pictures of the hotel and its beautifully manicured grounds.

Around mid-afternoon we took a horse drawn taxi for a leisurely ride back to the airport. On the flight home, the Forni's and their Bonanza had the last laugh on the Mooney gang because they made it all the way to Menominee, MI (MNM) for some \$3.95 per gallon 100LL while the Mooney only had enough gas to make it to Escanaba, MI (ESC) where the gas was 50 cents a gallon more, ouch!

The flight from MCD to ESC was VFR but we filed IFR for the last leg so we could cruise at 8000 feet and



Arch Rock is a very popular tourist attraction on Mackinac Island. Photograph taken by Beth Rehm.

then let down through an under cast where we broke out at 4000 feet for a visual approach to runway 9 at Galt.

I think I speak for everyone when I say that we all had a fantastic time on Mackinac Island.

It is also very gratifying to know that a weekend excursion like this would have been out of the question without the use of our pilot's licenses

and access to GA aircraft. This weekend was truly what general aviation is all about.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ-145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours. Despite not owning an airplane, he

EAA Chapter 932 Election Update

By Beth Rehm

As I wrote in last month's newsletter, two EAA Chapter 932 Executive Officer positions are up for election this year; both the Secretary's and Treasurer's two-year terms will expire in November, 2010.

According to the chapter bylaws, only "current chapter members in good standing" are eligible to be nominated and to vote in the election. As of this month, the chapter has only 25 members who renewed their mem-

bership or joined the chapter this year.

I suspect there are many members who forgot to send in their dues this year and whom might want to rectify this oversight so that they can participate in the election process.

Please contact the chapter Treasurer, Dean Marcott (deanmarcott@yahoo.com) to verify your membership status or to renew your membership.

Nominations will be announced

in the October membership meeting and the elections will take place at the November membership meeting on Saturday, November 13th, 2010.

As vice president, I have found chapter leadership not only fun and rewarding, but also an excellent way to get to know other chapter members.

If you are interested in volunteering for one of the Board positions, please contact either the chapter president, Greg Domski, or myself.



Brian's Brainteaser

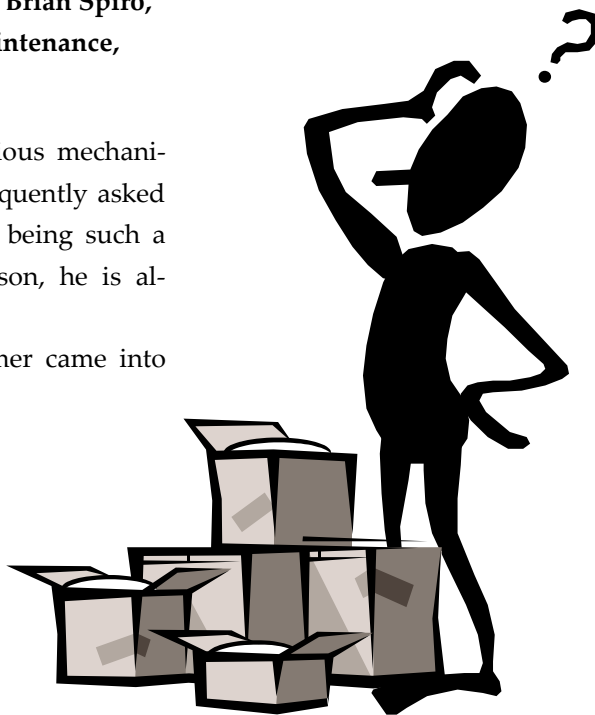
A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

Because of his obvious mechanical abilities, Brian is frequently asked to provide advice and, being such a nice and generous person, he is always willing to help.

Last week a customer came into the shop and said "I have a problem. I have to help a friend who is moving out of his hanger at another airport today and he needs all these empty boxes. But if I take all of the boxes the plane will be overweight.

I only have time to make one trip and I need full tanks to make it because there is nowhere to land and get fuel along the way. Is there anything you can do to help?"

Luckily for the customer, Brian had the answer. "I can put something in the boxes that will help you out. It is weightless, you can see it with the naked eye, and it will make those boxes lighter," he said.



What do you think Brian put in the boxes?

If you think you know the answer to the puzzle, please send your response to Brian Spiro via email at maintenance@onezerocharlie.com before 10/29/2010.

Here is the answer to last month's brainteaser: The cockpit shown in last month's photo puzzle (shown below left) was from Jim Martin's Boeing Stearman biplane and the photograph was taken by student pilot Mike Evans. Unfortunately, nobody was able to correctly identify the airplane. Quite frankly, I think Jim Martin owes us a T-shirt for not recognizing his own airplane!

We have therefore decided that whomever wins the October puzzle will receive *two* Galt T-shirts, courtesy of Galt Airport!



ANNOUNCEMENTS

New EAA 932 Members

Please welcome new member, Jean Forni, to our chapter. Jean is the eighth person to join the chapter this year. Please make all our new members feel welcome at our meetings and events.

IAC News

The 2010 United States National Aerobatic Championships took place September 19-25 at the North Texas Regional Airport in Sherman, TX. Here are the results:

Power Competition

Unlimited: Jeff Boerboon

Advanced: Michael Montgomery

Intermediate: R. Scott Dierolf

Sportsman: Paul Thomson

Glider Competition

Intermediate: Justin Lennon, USAFA

Sportsman: Charlie Meier, USAFA

Also announced this week were the United States Unlimited Aerobatic team members for the 2011 World Aerobatic Championships. Congratulations to the following pilots who made the team:

Jeff Boerboon

Rob Holland

Michael Racy

Robert Armstrong

Hector Ramirez

Goody Thomas

Tim Just (first alternate)

Debby Rihn-Harvey



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First of all, financially, the airport is doing fine. I know that sounds like a crazy thing to say for a business that has been reported to be in foreclosure AND bankruptcy this year—but please keep in mind one important fact: Galt Airport the *business* (maintenance shop, flight school, hangar rental, etc.) has NEVER been in foreclosure.

The problem lies with the land the airport sits on. We don't actually own the land, we just rent it from an independent land management company. It was this land management company, not Galt Airport, which went into foreclosure. Unfortunately, NONE of the journalists bothered to check this fact before running story after story about the airport going into foreclosure. It was really frustrating knowing how many people were misinformed by these articles, but at the end of the day there wasn't much we could do about it. So we moved on and we are concentrating on our airport, not the newspapers!

As far as the rest of the airport is concerned, things are going great. The flight school is currently up to over 25 students, 4 flight instructors, and 2 airplanes. It was exactly 2 years ago when we decided to get our flight school going again with only 1 airplane, 1 instructor, and 1 student! It's been fun watching it grow, and even better seeing all the new people it has brought to our airport. It's so nice to have some excitement back in the FBO, and up in the traffic pattern!

Our maintenance shop is doing well, although we're coming into the slow time of year right now. The pe-

riod between summer flying season and winter annual season is always the slowest time of year. If you have anything you need done, please let Brian know, he'll be happy to help. Also, while I have a chance to say it, I think we all agree that Brian is a terrific mechanic. But, unfortunately, his reputation alone doesn't consistently keep the shop filled with airplanes.

More than anything, customer referrals are what keeps our shop busy and growing. We rely very heavily on your good word of mouth and can't thank you enough for all the business you've brought to us this year. We still offer our referral bonus of 10% of the new customers billed labor onto your Galt account so please make sure we know if you've referred someone.

The last thing for this month is an announcement about our hangar pricing. Effective October 1st, our 50x50 hangars (unheated) will now rent for \$650/month and our new "T" hangars will be \$375. We're thrilled to be able to announce the decrease in price. If you're interested in moving, or know someone who is, please let me know. The last piece of this puzzle we're trying to put together at Galt is to fill the rest of our empty hangars. If we can do that, we can ensure our airport will be here for a long time to come. In case you didn't know, we also offer a referral bonus for hangars as well. If you refer someone who signs a year lease, we will credit your account for one month of their hangar rent.

Finally, we probably don't say it enough but, thank you to everyone for making this such a great place to be. We're going to keep working hard to keep making our airport better every month.

ANNOUNCEMENTS

Gas Price Reduction

Great news! The price of 100LL has gone *down* to \$4.01 (including tax) for Galt Airport tenants. We are doing our best to remain competitive with other local airports.

New Flight Instructor

The flight school is happy to announce that we have a new flight instructor. **Peter Durzynski** (CFI) is available for Private Pilot training, Biannual Flight Reviews (BFR) and aircraft checkouts.



Licenses & Ratings

Congratulations to Galt Flight School Student Eric Lafon for passing his Private Pilot exam. Eric is pictured above (left) with Galt Chief Flight Instructor, Justin Cleland.

O'Hare Class B Airspace Changes

By Beth Rehm

If you are planning to fly south from Galt Airport after October 21st, you need to make sure you familiarize yourself with the upcoming changes to the Class B airspace surrounding Chicago O'Hare International Airport (ORD).

This action modifies the Chicago, IL, Class B airspace area by expanding the existing airspace area to ensure containment of Instrument Flight Rules (IFR) aircraft conducting instrument approach procedures within Class B airspace, and segregating IFR aircraft arriving/departing Chicago O'Hare International Airport (ORD) and Visual Flight Rules (VFR) aircraft operating in the vicinity of the Chicago Class B airspace area.

The changes are intended to improve the flow of air traffic and reduce the potential for midair collision in the Chicago terminal area in support of the FAA's goal of reducing aircraft delays and improving safety and efficiency of the National Airspace System (NAS).

Here is a brief summary of the changes:

Several areas within the existing ORD Class B airspace will be modified and there are two Class B extensions that will be established; one to the east and a second to the west.

The floor of the Class B has been lifted from the surface to 2,500 MSL in

a small segment around Chicago Executive Airport (that's Palwaukee to you and I) to enable aircraft on the downwind traffic pattern and circling approaches to Runway 34 to remain outside Chicago Class B airspace (Areas A and G).

Area B has been redefined thereby raising the floor to above 3,000 MSL in some areas and lowering it to 1,900 MSL in others.

Redefined boundaries in several areas are intended to make it easier for pilots flying in the vicinity to recognize the airspace boundaries by using visual references on the ground.

aircraft flying simultaneous instrument approaches to runways 27R, 27L, and 28, are contained within the confines of Class B airspace throughout their approach; ensure segregation of IFR aircraft arriving ORD and non-participating VFR aircraft operating in the vicinity of the Chicago Class B airspace area; and provide navigable airspace below and above for VFR aircraft operations.

The Class B airspace area has been expanded to the west of ORD (Area F) and extends upward from 4,000 feet MSL to and including 10,000 feet MSL to ensure IFR arrival

aircraft flying simultaneous instrument approaches to the existing runways 9L, 9R, and 10, to establish an airspace extension to the west of the existing Chicago Class B airspace area, similar to Area E to the east.

Non-participating VFR general aviation and glider aircraft will have their choice of flying either above or below the newly established Class B airspace, or circumnavigating it five to ten NM further west to remain clear should they decide not to contact Chicago TRACON (C90) to receive Class B

services.

For a complete description of the FAA Rule, go to:

<http://www.federalregister.gov/articles/2010/09/21/2010-23470/modification-of-class-b-airspace-chicago-il#p-3>

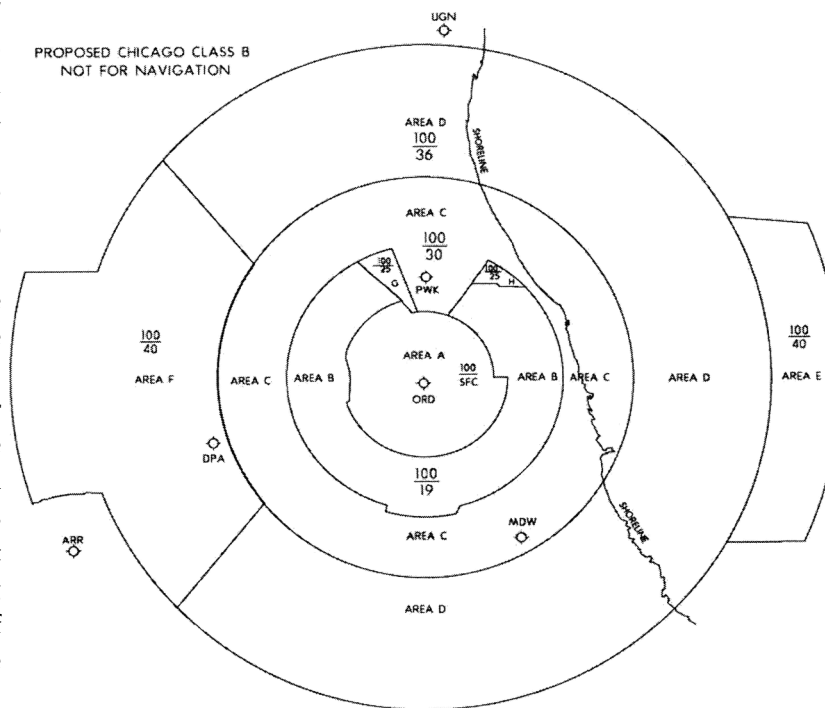


Figure 1: Chicago O'Hare Class B airspace modifications.
Not to be used for navigation.

There is a newly established airspace extension to the east of the existing Chicago Class B airspace area over Lake Michigan (Area E). This new area extends upward from 4,000 feet MSL to and including a ceiling of 10,000 feet MSL to ensure IFR arrival

The Haunted Hangar

A Halloween Costume Party Presented By FOG

Saturday, October 30 @ 7:00 PM

Galt Airport Hangar I-7

Admission requires a costume and an appetizer to share
Bring your own adult beverage/soft drinks provided by FOG

PRIZE FOR THE BEST COSTUME

EAA Young Eagles Updates

Young Eagles Chapter Coordinator Needed for 2011

EAA Chapter 932 is looking for a new volunteer to lead Young Eagles activities beginning in 2011. This important role is responsible for planning, facilitating and promoting Young Eagles events for the Chapter.

Please note that the following list of responsibilities is not expected to be performed by one person alone. The Young Eagles Coordinator should assemble and direct a team of volunteers to assist with the various tasks associated with the Young Eagles program.

If you are interested in volunteering for this position, please contact any of the board members to further discuss this opportunity.

Qualifications:

- 1) EAA and chapter 932 member in good standing.
- 2) Airman's Certificate or a comprehensive understanding of aerodynamics and regulations.
- 3) Ability to communicate well, both verbal and written.
- 4) High energy level with ability to spark enthusiasm in EAA Chapters.
- 5) Role model for young people.
- 6) Excellent organizational and leadership skills.

Responsibilities:

- 1) Serve as liaison between EAA Chapter members, EAA members-at-large and interested young people, their parents or

youth organizations in creating opportunities to participate in the Young Eagles program.

- 2) Promote the attributes of flight to young people, civic and social groups and local media. As Coordinator, we may provide your name and number to interested Young Eagles in your area. This information may also be available on the EAA Young Eagles and chapter 932 web pages.
- 3) Ensure your published contact information (phone number and email address) is always current.
- 4) Actively recruit ground volunteers and pilots to support and grow chapter Young Eagle activities.
- 5) Maintain a list of chapter members available to conduct flights according to established guidelines.
- 6) Fully understand the rules and regulations of the program and be able to provide accurate answers to volunteers' and parents' questions.
- 7) Serve as a key contact for questions and materials requested from other EAA members.
- 8) Work with the Chapter Board of Directors, ground volunteers and pilots to plan a schedule for Chapter-sponsored Young Eagles Flight rallies throughout the year.
- 9) Communicate with the Young Eagles Office, reporting on events that can be shared with other chapters, provide constructive criticism and suggestions to improve the program.

The following responsibilities may be delegated to Young Eagle Committee Members and/or other volunteers:

- 10) Advertise and promote Young Eagle activities in the local community.
- 11) Coordinate filing of Young Eagle rally insurance forms with the EAA Risk Management Office.
- 12) Coordinate flights during chapter-sponsored Young Eagles Flight rallies.
- 13) Ensure Young Eagle registrations are properly completed and signed by the parent and pilot prior to each flight and the forms are returned to the Young Eagles Office as soon after the event as possible.
- 14) Ensure that all Young Eagle Flight Rallies are conducted safely.
- 15) Coordinate Young Eagle Pilot Credits and facilitate their availability to be used as directed by the Chapter Board of Directors.
- 16) Maintain (and regularly backup) the chapter Young Eagle database.
- 17) Keep a record of chapter Young Eagle statistical information.
- 17) Provide Young Eagle related content for the chapter web site and Facebook page.
- 18) Keep chapter members informed about the Young Eagles program and chapter Young Eagles activities through the web site, Facebook page and newsletters.
- 19) Maintain a photographic record of Young Eagles rallies and publish them on the Galt Airport Young Eagles Facebook page.

2010 Galt Airport/EAA 932 Calendar of Events

October 9	EAA Chapter meeting 10:00 a.m. EAA Young Eagles Rally 11:00 a.m. — 2:00 p.m. (Rain out date October 10)
October 30	Halloween Party 7:00 p.m.
November 13	EAA Chapter meeting 10:00 a.m.
December 11	EAA Chapter meeting 10:00 a.m.

See the EAA 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA 932.

Other Local Aviation Events

October 2	EAA Chapter 95 Poker Run 9:00-1:00—Morris Municipal Airport (C09)
October 2	EAA Chapter 22 Fly-in/Drive-in Lunch & Regional Aircraft Course Event—Cottonwood (1C8)
October 8	EAA Chapter 153 Presents “Weight and Balance” by Tim Sokol, 7:30 p.m. at Schaumburg (06C)
October 9	EAA Chapter 132 Young Eagles Rally, 9:00-12:00 at Elkhart, IN (EKM)
October 9	EAA Chapter 790 Young Eagles Rally, 9:00-11:00 at Lake In The Hills (3CK)
October 9	Fall Color Flights, 10:00-4:30 at Pioneer Airport, Oshkosh, WI
October 9	EAA Chapter 252 Chili Cookout at Oshkosh, WI (OSH)
October 9	EAA Chapter 838 Monopoly Fundraiser at Batten Airport, Racine, WI (RAC)
October 10	EAA Chapter 1414 Fly-in Pancake Breakfast and Veteran’s Salute, 7:00-11:30 Poplar Grove (C77)
October 10	Pork ‘n’ Pie Feast, 11:00-4:00 at Ogle County Airport (C55)
October 17	EAA Chapter 1177 Fall Colors Pancake Breakfast/Fly-in, 8:00-12:00 at Palmyra Municipal (88C)
October 17	EAA Chapter 585 Chili Hop Fly-in, 11:00-4:00 at Watervliet Municipal, MI (40C)
October 22/23	Haunted Hangar, 5:30 p.m.-9:00 p.m. at EAA AirVenture Museum, Oshkosh, WI
October 24	EAA Chapter 759 Young Eagles Rally, 9:00-2:00 at Aurora Municipal, Sugar Grove (ARR)
November 11	EAA Chapter 252 General Building Techniques, 6:00-9:00 at the Sonex Hangar, Oshkosh, WI (OSH)
November 16	EAA Ultralight Chapter 41 General Meeting, 6:00-9:00 at Brennand Airport, Neenah, WI (79C)
December 9	EAA Chapter 252 Meeting & Tour of the Founders’ Wing, EAA Museum, Oshkosh, WI (OSH)
December 21	EAA Ultralight Chapter 41 General Meeting, 6:00-9:00 at Brennand Airport, Neenah, WI (79C)
January 20, 2011	EAA Chapter 252—The Future of 100LL, 6:00-9:00 at Wittman Airport Terminal Bldg, Oshkosh, WI
January 29, 2011	EAA SportAir What’s Involved in Kit Building Workshop, EAA Museum, Oshkosh, WI (OSH)
January 29/30, 2011	EAA SportAir Sheet Metal Workshop, EAA Museum, Oshkosh, WI (OSH)
January 29/30, 2011	EAA SportAir Fabric Covering Workshop, EAA Museum, Oshkosh, WI (OSH)

Find details of the above events and other events at <http://www.eaa.org/calendar/default.aspx>.

EAA Chapter 932 Officers and Directors

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/home.php?#!/pages/Wonder-Lake-IL/Galt-Airport/140642945955189>



AVGAS

Galt Tenant Price

\$4.01
(includes tax)

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